

Submitter: Chad Corl

On Behalf Of:

Committee: Joint Interim Committee On Transportation
Funding

Measure, Appointment or
Topic: LC 2

Chad Corl – Gold Hill, Oregon

To: Members of the Joint Committee on Transportation Reinvestment (or appropriate legislative body)

Subject: Opposition to House Bill 2025 – Unsustainable Tax Increases for ODOT

Testimony:

I am writing to voice strong opposition to House Bill 2025, which includes sweeping new tax increases that will significantly strain Oregonians already struggling with high living costs.

Key Reasons for Opposition:

Unaffordable Cost Burden: The bill proposes steep hikes—a gas tax increase of up to 37.5%, vehicle registration fees increasing more than double, vehicle sales taxes, payroll taxes, and new charges targeting EVs, delivery fleets, tires, and bikes

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. These layered fees would disproportionately impact low- and middle-income families, small businesses, and rural communities already facing economic challenges

Oregon Capital Chronicle

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Lack of Public Accountability & Oversight: ODOT has a documented history of problematic cost overruns and incomplete projects. The bill does not offer enforceable financial oversight or accountability mechanisms to ensure cost-effective use of these new funds

cityobservatory.org

Oregon Capital Chronicle

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Public Backlash: A significant majority of public testimony stands opposed. For example, 61% of written commentaries submitted to the committee were in opposition, and certain fees—like a proposed tire tax—were overwhelmingly rejected by 88% of public writers

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No Clear Guarantee of Results: While the bill aims to raise substantial new revenue,

independent analysis suggests that the net economic benefit may justify investment—with predicted gains in jobs, personal income, and business activity—but such outcomes are speculative without stronger protections or performance requirements

BikePortland

. Meanwhile, critics in outlets like City Observatory warn listeners that the bill fails to resolve ODOT's systemic issues and may simply inflate its financial obligations
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Proposed Alternatives:

Enhance ODOT Accountability: Prioritize performance audits, establish transparent spending oversight, and ensure cost-effective delivery of key maintenance and infrastructure projects before raising additional revenue.

Redirect Existing Resources: Consider strategically shifting funds from non-essential climate initiatives, empty transit services, and overly ambitious highway expansions to critical maintenance and community transit needs—as proposed in HB 3982

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Conclusion:

HB 2025 represents the largest tax increase in Oregon's history—and without sufficient accountability—I cannot support this measure. I urge legislators to vote No and pursue a more balanced, transparent approach to funding our infrastructure. Thank you for your consideration.